

Provincial Legislature

Eloquent Speech By Mr. Murphy in Moving Adoption of Address.

Mr. J. C. Brown Criticizes the Government's Policy—The Order Paper.

Victoria, Feb. 25th.

In marked contrast with the course pursued with reference to the speech from the throne that year was the procedure of the House with reference to that document to-day. Last year the debate occupied less than an hour; this year it almost monopolized the afternoon, and then an adjournment was taken. Remarks made by Mr. Brown, acting leader of the opposition, indicated that the speaker, as was forecasted by the Times a few days ago, will not content himself with a brief consideration of public issues. And as the government supporters seem equally prone to prolong it, it will likely result in a long session.

The speeches of Messrs. Murphy and Dickie in moving the adoption of the address were most creditable. That of the mover was a brilliant effort, worthy of the high eulogistic reputation Mr. Murphy has enjoyed, while Mr. Dickie's speech, while less effusive, was such a sound business-like effort that it elicited upon the House was little less marked.

Dennis Murphy.

In opening his remarks, the mover said that he regretted that such an able policy should have such an insufficient exponent. He referred in eloquent terms to the tributes which the race had paid to the dead Queen at Cowes. It was, he thought, a subject for congratulation that all the provinces of Canada, British Columbia was most in evidence about that tier.

But they could not live in the past. It was fitting, therefore, that before they plunged into the business of the session they should express their loyalty to the Crown, and to him who wears it. All hoped that when he laid it down it would be with as fine a record as that of his mother.

Eloquent reference was also made to the fact that Canadian life blood had recently been spilled to uphold that flag which is beloved by all the King's subjects of all colors and creeds, and which is flown as proudly from the citadels of Quebec, as from the flagpole at Victoria, and which, wherever it was unfurled, signified justice to all and license to none.

The speaker expressed his pleasure at seeing so many of the young fellows who had gone to the front from Canada, at the opening of the House. He was glad to notice that it was the intention of the government to recognize their services by land grants, as they were of the staff which British Columbia desired for settlers.

The sharp rise in the price of white paper probably had something to do with the government's determination to offer a bonus for the establishment of the pulp wood industry, and to make some of our natural resources conduce to our national wealth.

They must not, however, lose sight of the necessity for bringing those industries which we possess to the highest state of efficiency, perhaps in the past there had been a disposition to encourage the mining at the expense of the agricultural industry. In his own riding the two were more evenly balanced perhaps than in any other. It would avail little to develop the natural resources of the country if the major portion of the wealth thus obtained had to be sent out of the country for the purchase of supplies which ought to be raised within the province. There were men in West Yale who had devoted a lifetime to reclaiming prairie and making them fertile, yet the products rotted while the same kind of product was imported to feed residents of other portions of the province. This was due to lack of railway connection and to excessive freight rates. The government had promised to bring about such reduction in those charges as would lead to the purchase of these supplies in the province. This would bring up together two classes of citizens, the miner and the farmer—the best two classes which could be brought into this country. The speaker alluded to the great copper ore deposits in the neighborhood of Princeton and the coal lands in the Nicola valley. A railway would turn what to-day was a wilderness into a hive of industry. The construction of the line, too, would be beneficial to the Fraser valley and to the Coast cities, giving them the trade which had hitherto been diverted to the East. The speaker regarded this road of such importance that had the government not given an assurance that the line would be built he would have felt obliged to withdraw his support.

While he was less familiar with the necessity for the extension of the island railway, he believed it, too, to be necessary. He hoped that the government of the day in granting aid to either or to both of these roads would safeguard the province in every way possible without hampering the industry.

In the matter of schools, they could not afford to retrograde. That country prospered most in which education reached the highest point. It would be great cause for congratulation if the government would increase the efficiency of the schools—and at the same time decrease the burdens on the people.

Reference was made to the sad fatality at Union, when so many bright youths had been snatched away by death. He was sure that public sympathy would assume such a tangible form that to the great loss many families had sustained, physical suffering would not be added. It was a fortunate fact that the mine

growing feeling that the cure of the evils arising out of railway matters was for the government to own these railways. It was said, too, that the Minister of Mines who, when seeking election, was a hot advocate of government ownership, now relegated it to the shelf. The government supporters, too, had said that it was impossible to build a railway to Boundary, and that if it were they would be responsible for the road ownership. Now they stammered the latter as a fact, and regarded the construction of the Coast-Kootenay as one thoroughly practicable. He did not understand how they could recall this right about now with their own self-righteousness. There was no doubt that the road would pay from the outset, would cause the erection of smelters at the Coast, and help to build up the Coast cities.

He had no doubt that the Island railway if constructed under proper conditions would do a large amount of good. The government would not be criticized for the building of the railway, such criticism would be dependent on the terms attending its construction.

He hoped they would be enlightened regarding the route of the Northern railway. Perhaps the government would decline to throw any light on the speech as they had last year, and if it brought a little truth they certainly were wise in their generation.

Regarding this railway, a proper route should be taken, and moreover it was a question as to whether a road could be built with sufficient encouragement and aid to regard the interest of British Columbia.

Past history had made them weary. Rosette schemes had been submitted which had undoubtedly been beneficial, but in which the province was a whole was a loser. Today the province was suffering from the passing of a road which had been of more benefit to the province than to any one else.

Reverting to the Union accident, Mr. Brown said he felt assured that if the disaster was due to negligence it was that of employees rather than that of the management, and he felt sure that the government would not allow investigation to see if some steps could not be taken to safeguard those who labored below ground, and to fix the cause of the accident.

Regarding the commissions issued in the recent past, he was glad to learn that they related to the railway, and to a desire to bring that institution up to date, and not because of any charges against the management.

In following the suggestion of the opposition not to issue the mining commission, the government had enhanced its reputation. He hoped they would pay more attention to the suggestions of the opposition in future.

Regarding the amendments to the mining laws, he thought there should be as little interference with the mining laws of the country as possible, so that there might be less complaint regarding frequent changes in that law.

He referred to the inconvenience which was caused by the confusion arising out of the reservation of gold and silver in the railway belt in British Columbia. He suggested an amendment to the act to avoid these complications.

The action of the government in regard to the immigration of Chinese and Japs also drew from Mr. Brown a word of commendation.

He asked if the parties mentioned in the speech—the Premier and Attorney-General, were all that were to Ottawa. He confessed some curiosity as to the mission alone what would in all probability be contained in the formal declaration.

For instance, he would like to know if they assured the government at Ottawa whether or not they would support the government. If so, did they point out every head that fell into the basket as a Liberal head?

Hon. Mr. Turner—No.

It was a remarkable thing for the government to approach a Liberal government at present, and at the same time to have instructions to not to knife every Liberal office-holder in the employ of the government.

He would like to have seen in the speech some promise of amendments to the timber regulations of the province. He was informed that the regulations were keeping capital out of the country, checking prosperity and limiting the opportunities for labor.

He had expected, too, to see a word of commendation to the road movement. This was of the greatest importance, and he was disappointed that there was no such reference and no improvement in the old, bad style of construction of the roads. He had been instructed that in some instances over 50 per cent was required to "oil the machine."

Hon. Mr. Wells—Where?

Mr. Brown promised the details later. There was too much red tape, and work done in an unscientific manner.

The late date at which the House had been summoned drew a concluding position. The opposition would be charged to discuss matters, would be charged with obstruction. They effected themselves last year; they would refuse to do so this year.

He hoped the government would stiffen its spinal column against the machinations of promoters who wished to mortgag the revenue of the province.

To every measure submitted the opposition would apply this test: "Is this in the interests of the province?" If it passed this they would support it. (Applause.)

A Correction.

Mr. Murphy denied that he opposed the Coast-Kootenay road. He supported that road, but objected to an attempt to build it by the province.

The Finance Minister.

Hon. Mr. Turner said the province was to be congratulated on the fact that the mover of the address was a native son of British Columbia. It was the best speech he had heard in the moving of the address in fourteen years service in the House. He was also pleased with the business like speech of the second of the address. The fact that the member for New Westminster had spoken at such length indicated that there was something in it, suggestion in reference to text books, he thought it should come from the trustees.

He doubted whether the government could print these books as cheaply as the large concerns which now brought them out.

So far government ownership of railways had not been a success. Latest statistics showed that the freight and passenger rates were the highest, and the service the worst in New Zealand.

It was possible, too, only in colonies which had a custom tariff.

Mr. Brown had charged the government with former opposition to the Coast-Kootenay railway. On the contrary, had the party which now constituted a large portion of the government remained in power the Coast-Kootenay railway would have been in operation to-day. It would have been built long ago if the time with the progress would be a low rate. The Shuswap & Okanagan railway, while it had apparently been a charge on the province, had so opened up the country that the revenue indirectly had been much more than had been paid out by subsidy. The revenue had fallen off slightly owing to the depression in the mining district, but it was now recovering. Had the former government's policy been carried out that railway would have been a paying road to-day.

Referring to the charge of bad administration of the road funds, it was impossible to do good work owing to the late date at which the appropriations were made.

The intensity of the session was accounted for by the absence of the Premier and Attorney-General in Ottawa.

The honorable gentleman had a strong imagination when he said that Liberal heads fell into the basket during the Premier's absence. He doubted if there were any officials discharged during their absence. In fact it had been charged that all the appointments were Liberal.

The Premier and Attorney-General did not go to Ottawa on political business. They were on business trip. They went to get British Columbia's interests.

Mr. Gilmour.

H. B. Gilmour expressed the hope that the new school act would be a satisfactory one. He was glad to see Mr. Murphy as a new family man taking the matter up. (Laughter.)

He hoped to see, too, the pulp industry of the future on the Pacific coast, and not on the Niagara river.

He roared the government for its failure to attend the Good Roads Association, which was held in the building. Quoting from the year book of New Zealand he disputed the statement of Mr. Turner that it cost 10 cents a mile to travel. The rate in New Zealand was only half of what it was here. They would never so long to private ownership of railways.

He also attacked the government for its railway policy. It was only 400 miles from Greenwood to Victoria, yet it would take two days to do so. The government had opposed the granting of a charter last year for a road, without a cent of subsidy to the Yukon. Yet now they proposed to build a railway to the north boundary of the province alone, it would pay the government instead of sitting around Victoria to go ahead and learn the geography of the country.

Passing reference was made to the Union disaster, and the reports of the commission, and then the speaker referred to the hardships entailed by the lumber industry. Men in East Kootenay, who had built trails, found that the lands through which they had cut them had been given to the Canada Southern.

Regarding the trip to Ottawa, he could not see why the ministers need to have gone. According to the Colonist, Mr. Lugrin had carried on all the negotiations. While he was getting columns, the Premier and Attorney-General were getting only a few inches of them, and the presence of the ministers at Ottawa useless.

He reiterated the charge of the de-capitalization of Liberal office holders.

Captain Tatlow.

Capt. Tatlow, as an independent member, made reference to the big shipments of wood pulp for the Australian colonies by every steamer from the pulp mills of Everett. This often amounted to 400 tons. He thought it advisable to hold the industry to capitalists to manage the industry in British Columbia.

The system of small holdings had proved most satisfactory and the policy of the government would help trade-men to supplement their ordinary revenue by farming on a small scale.

The grants to the returned soldiers be thought might be extended to give them an option on small holdings when they returned, such as take up the 100-acre land grants.

He hoped that any measure for subsidy to railways would be accompanied by a provision giving the government control of the rates.

Reference was made to the condition of the lead mining industry and to the attitude toward it of the American smelters. He hoped the government would take this matter in such a way that smelters would be established in this province.

The ship and lumber industry and the blow leveled at it by the American ship subsidy bill was also taken up, the speaker advancing the opinion that a similar course would have to be taken by this province to place its manufacturing on an equal footing with United States lumber.

The speaker expressed his gratification at the success of the act levelled at the immigration of Orientals, and urged steps to prevent further fraudulent naturalization and the menace presented by their possession of the franchise. He moved the adjournment of the debate.

The House rose until 2 o'clock tomorrow.

The following petitions were tabled:

By Mr. Helmecken, from the Columbia & Western Railway company, for a private bill to amend their corporate act.

By Mr. Helmecken, from the corporation of the city of Grand Forks for a private bill to confirm and validate certain debentures by law passed by the council.

By Mr. Tatlow, from J. W. McFarland and others, for a private bill to incorporate the British Columbia Plate Glass Insurance Co. (No. 51).

By Mr. Helmecken, from the B. C. Southern Railway Co., for a private bill to confirm certain water rights. (No. 53).

By Mr. Clifford, from M. King, for a private bill to incorporate the Lake Bennett Railway Co. (No. 54).

By Mr. Clifford, from M. King and Jno. Irving, for a private bill to incorporate the Queen Charlotte Island Railway Co. (No. 56).

By Mr. Garden, from W. E. Oliver,

for a private bill to incorporate the Coast-Kootenay Railway company, No. 58).

By Mr. Green, from Jno. Irving, for a private bill to incorporate the Chicout & Klahall Railway & Navigation company. (No. 62).

Notices of Motion.

On Wednesday next—The Hon. Mr. Eberts to ask leave to introduce a bill entitled An Act to amend the Extra-Provincial Investment and Loan Societies Act, 1900.

On Thursday next—Mr. Oliver to ask leave to introduce a bill entitled An Act to amend the Highway Traffic Regulation Act.

On Wednesday next—Mr. Neill will ask the Hon. the Chief Commissioner of Lands and Works:

Why was it deemed advisable in the public interest to stop the sale or pre-emption of Crown lands on Graham Island, by notice of 30th January?

On Wednesday next—The Hon. Mr. Eberts to ask leave to introduce a bill entitled An Act respecting certain Railway Land Grants.

On Thursday next—By Mr. Oliver. That an order of the House be granted for copies of all correspondence in connection with proposed government work on the Yale road (Serpentine valley, Surrey), and the Town Line road, Langley (Salmon River flats), and for copies of all correspondence between the government or any member thereof, respecting the appointment of road foreman in Delta riding.

The manner in which the well-organized plot to obstruct the ship Dunstaffnage from getting a crew on this side, when outward-bound from the Sound last week, was foiled through the interference of the provincial police of this city, has undoubtedly had a most salutary effect on the boarding house keepers of the Sound, and at the same time has given foreign going captains a confidence in Victoria as a port whereto to get men for their ships. Manifestation of this fact is to be found in the business of supplying sailors as conducted by A. W. Von Rhein, of the Globe Hotel, Esquimalt. The Puget Sound operators had bragged of how they would prevent the Dunstaffnage getting a crew, and were here with that object in view to the number of ten. They had made several threats—but all had failed. Imminently, Capt. Forbes, of the Dunstaffnage, has been so pleased with his treatment here under the circumstances that he has written several letters to local shipping men thanking them for their services. Speaking of his business transactions with Mr. Von Rhein, he states he supplied him with a crew under force opposition and offers of bribery from the American boarding masters, and he recommends that all fellow masters to the same position as he to pursue a similar course, in securing a crew.

PARALLON AND ROSALE.

The ocean-going steamer Parallon, of the Alaska Steamship Co.'s fleet, will arrive this afternoon and sail at 7:30 o'clock. Tomorrow she will arrive at 2:30 p.m. and sail at 4 o'clock direct for Seattle, not stopping at Port Townsend, and will reach Seattle at 10 p.m.

The Rosalie will come off the Esquimalt marine ways to-morrow morning, resplendent in fresh paint and new copper sheathing. She will resume her regular run to-morrow evening, leaving here at 7:30 o'clock, and will continue this schedule all summer. After the thorough overhauling she has just had, the Rosalie will make faster time than heretofore.

SHIPPING DUTIABLE FREIGHT.

A typographical error appearing in last evening's Times makes the paragraph referring to the charges of duties on freight on sleighs read that the privilege for sleighs is granted that the Dominion authorities, whereas the Dominion authorities were the ones intended to be mentioned. The instructions in the matter of shipping this freight, according to a telegram to Collector Milne, stated that the freight must be corded, sealed and manifested, and that the international entry must be made at White Horse by the carrying company's agent, the new bond being mailed.

PROPOSE AMALGAMATING.

Ten new members were enrolled at the meeting of the Marine Engineers' Association last evening, bringing the total membership up to over fifty in Victoria. The different branch associations throughout the province are now considering amalgamating with the National Association of Marine Engineers of Canada, which has its headquarters at Toronto and which, if the present proposal is effected, will accomplish a sphere of influence from the Pacific to the Atlantic.

MARINE NOTES.

H. M. S. Hyacinth, formerly of this station and which is now at Devonport, is having additional water tanks fitted on the upper deck, the special boiler committee having decided to subject the vessel to special trials as to her water consumption.

It is unauthorizedly stated that the new P. N. steamer on off the outer wharf by the steamer Otto.

The long-overdue ship Otto Glemmeister is reported to have been towed into San Diego.

It costs for food about \$5 a week to keep an elephant.

A Salutary Lesson

Non-Success of Sound Boarding House Keepers Promotes Confidence in Victoria

Movements of Local Craft Along the Waterfront—Dutiable Freight for Dawson

Business Change

Having purchased the Grocery Business carried on by A. B. Sheppard, corner of Fernwood road and North Chatham street, I beg to solicit a continuance of the past patronage.

A full line of Groceries always kept in stock. Goods delivered to any part of the city.

J. R. NOOT,
COR. FERNWOOD ROAD AND NORTH CHATHAM STREET.

VICTORIA UNDERTAKING PARLORS

90 JOHNSON STREET.
F. BROOKS, MANAGER.

MONUMENTS

BE SURE TO GET STEWART'S PRICES

On Monuments, Cemetery Coping, Imported Scotch Granite, Roman Columns, etc., at lowest prices. Nothing but first-class work and workmanship.

Corner Yates and Blanchard Sts.

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Queen's Hotel

COR. STORE AND JOHNSON STS.
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European and American Plans. Close to railway depot, all conveniences. THE TRAM CARS PASS THE DOOR. FREE BUS.

WE AIM TO PLEASE

Rates—\$1.00 to \$1.50 per day

"BABOO" LAWYER'S ELOQUENCE

People in this country frequently express surprise at the high salaries paid to members of the judicial bench in India. When, however, those gentlemen have performed to hear with a grave face such pleadings as the following, it is not difficult to understand why the government offers them a handsome rate of remuneration. The case in question was one of assault and battery: "My learned friend with more wind from a teapot thinks to brew me from my legs. I stand under the shoes of my client, and I only seek to place the lions of content clearly in Your Honor's eye. Your Honor will be pleased enough to observe that my client is a poor widow with one post-mortem son. A Widow of Your Honor's country is not able to eat more than one meal a day. She wears clothes or to look after a man. So my poor client had not such physique or mind as to assault the lusty complainant. Yet she has been deprived of some of her valuable leather—the leather of her nose.

"My learned friend has thrown only an argument of ad hominem upon my teeth, that my client's witnesses are all near relatives. But they are not her near relatives. Their relationship is therefore homopathic. So the misty arguments of my learned friend will not hold water—how he has some, some, my client's nose leather, he cannot be believed. He cannot be allowed to raise a castle in the air by heating upon a bush." We are glad to observe that the defendant who took a piece of the widow's valuable nose leather was bound over to keep the peace. (London Chronicle.)

—A home without a couch loses much of its attractiveness and comfort. Weller Bros. make many styles, and their workmanship can be relied upon.

..SLAUGHTER SALE..

OF

Bankrupt Stock

AT

97 DOUGLAS STREET,
CORNER OF JOHNSON STREET.

AT

50c ON THE DOLLAR

Come Early and Get Bargains.

Rahy Co.

AS REGARDS AWNINGS.

Class—Touching Those Will Probably Be Materially Amended—Somewhat Ambiguous.

In the consolidated-by-laws, with which the municipal council have been wrestling for some months, it is understood that among the most complete amendments after it has passed through the hands of careful and thorough consideration will be the street-by-law. Several of the old clauses will be amended materially, notably that dealing with awnings. The present section bearing on this point is so ambiguous that it is doubtful if a conviction could be secured as a result of its contravention. It reads as follows:

"Every awning or shade, and every bracket supporting the same, across or over any sidewalk, shall be at least seven feet six inches clear above the level of the sidewalk," etc., etc. In this responsibility is fixed, no mention being made of occupier, owner, lessee or agent, as in other clauses.

The city council will resume the consideration of the consolidated-by-laws to-morrow afternoon at 4 o'clock.

CREDITABLE PERFORMANCE.

"The Prisoner of Zenda" Last Night—Mrs. Fluke as Tess D'Urberville the Next Attraction.

The presentation of "The Prisoner of Zenda" at the Victoria theatre last evening attracted a good audience. The play, which follows Anthony Hope's novel very closely, is well adapted for sustaining interest throughout the several acts. From the commencement to the close it is full of daring adventure.

The characters in the play were, with a few very exceptions, well sustained. The stern old German soldier, Col. Sapt, always faithful and loyal to the representative of the ruling family of Ruritania, the Englishman, was represented by Chas. C. Brand, in a very creditable manner; Helen Stieglitz, as Madame De Mauban, with her passionate love yet jealous suspicion of Prince Michael, sustained her part well; Vaughan Giesler filled the dual role of Rudolph the King and Rudolph Rosenzund, the young English impresario of "The Majesty," in an acceptable manner; the villainous Hentzau, taken by Robert Conness, and the Princess Flavia, represented by Ruth Aldridge, were each sustained by them in a fitting manner.

Mrs. Fluke as Tess.

Is the portrayal of a murder scene on the stage a legitimate province of dramatic art? For this question, which is one that every performance of "Tess D'Urberville" provokes, the answer seems to be: It all depends upon the degree of skill and the artistic perceptions of the actors. Many a play of a cheap and vulgar type portrays murders under the most revolting physical conditions, and these plays are not art. Even "Tess D'Urberville," which is unquestionably a superior melodrama, oversteps the limits of art in its murder scene and becomes merely beastly, a mere appeal to the lusts of blood which lurk in all mankind.

Mrs. Fluke appears at the Victoria on Thursday night in "Tess of the D'Urbervilles."

DANGER IN ANTI-FAT REMEDIES

The newspapers tell of a man out in Indiana brought to the point of death as the result of the use of remedies for obesity. Two years ago the man weighed 350 pounds. He began to take anti-fat remedies. He lost flesh rapidly, but impaired his constitution. Ulceration of the stomach and liver set in, and an Indianapolis specialist was called and said his death was only a matter of time. Anti-fat remedies, as a rule, are dangerous and should be avoided. The most effective and sensible remedies for obesity are exercise and proper diet. Massage, which has the same effect as exercise, in a degree, may also be recommended. But walking, horseback riding, or any other activity in the open air, if persisted in regularly, will not fail to reduce the flesh, and that in a normal and healthy way. If at the same time the patient will put himself on a simple diet, which may be prescribed by any physician, the desired result will be still further hastened.—Leslie's Weekly.

FATAL RESULTS.

It is a well known fact that habitual Constipation causes apoplexy, vertigo, congestion of the brain and paralysis. While English Pills are effective and true Constipation banishers. One box guaranteed to relieve the worst case; four boxes warranted to cure, or money refunded. Only 25 cents a box; all druggists, or mailed on receipt of price. The Wells & Richardson Co., Limited, Montreal.

The New Vancouver Coal Mining & Land Co. Steam Gas House Coal. Double Screened Lump, Run of the Mine, Washed Nuts and Screenings. SAMUEL M. ROBINS - SUPERINTENDENT

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days, that there is no freer man in the world than a British subject, and he served his Queen and his country in South Africa with a courage and a devotion which have called forth many encomiums and much comment from the correspondents. The anecdotes of the difficulties into which Howard got himself by reason of his dauntless courage and disregard of danger, the ingenuity with which he freed himself and his faithful little quickfire from the meshes in which the Boers many times appeared to have surrounded him, and the anxiety which his escapades caused his superior officers, who were loath to leave him in the hands of the enemy, have furnished almost as much copy for the printers as the records of the extraordinary feats of Col. Baden-Powell.

Captain Howard came to Canada in the first instance as an expert in charge of a Gatling at the time of the last Riel rebellion. The manner in which he handled his machine gun in that campaign gained for him a reputation which will endure in the history of this country. He made many friends among the young men then at the front and became in all respects as true a Canadian as any of them. It has been allotted to him to keep many of his gallant friends from Canada company through the ages in the South African veldt. The more gallant heart than that of Captain "Gat" Howard.

MANITOBA AND RAILWAYS. Many points of great interest in the agreement which the Manitoba government has entered into with the Canada Northern railway for the operation of the Northern Pacific system in that province were omitted in the dispatches to the British Columbia press. For instance, it was not stated that the C. P. R. had been asked for and had submitted an offer, which was favored by the government but rejected by a caucus of its supporters in favor of the proposition of Messrs. Mackenzie & Mann. The correspondence of Premier Roblin with President Shaughnessy has laid all the facts bare, perhaps a trifle bare than Mr. Roblin relishes, seeing that it has been made clear that the supporters of the government in the house have no confidence in their leaders.

DEBATE ON THE ADDRESS. Radical in many things and conservative in the extreme in others are we in British Columbia. In the Imperial Parliament, in the Dominion House of Commons and in nearly all the provincial legislatures of Canada the parliamentary "function" known as the debate on the address is being curtailed to the shortest possible limit. In these days of hurry and bustle the truth has dawned upon the legislators that this debate is merely waste of time. The speakers roam over the universe and deal with almost every subject engaging the attention of the statesmen of the Empire, and of the Dominion and its different sections. Later on all the matters which the orators have dealt with generally come before the House individually and the deluge of talk goes on. The absurdity of this form has become apparent, and in most Houses of Parliament the members are following the example of nature and allowing that which fulfills no practical purpose to pass away. The members all profess to be anxious to finish the business of the province with promptness and thoroughness. Then why waste time at the beginning of the session and rush along like a cyclone when reaching its end?

The tendency of public men in Canada, in contradistinction to that of the parliamentarians in Great Britain, appears to lean to much talking. Notwithstanding the example of the Premier of Canada and of the chief men on both sides of politics in Great Britain, it is felt that it may be necessary to place a legislative check upon the garrulous at Ottawa. Sometimes there is a feeling that some such power would be of considerable advantage in the British Columbia House.

DEATH OF "GAT" HOWARD. "Gat" Howard, whose death has been announced in the dispatches from Lord Kitchener, was a soldier with all the dash and courage of Sam Hughes, besides possessing the discretion which the latter may truthfully be said to lack. Although born in the United States, like the great majority of his countrymen who come to live in our midst he soon discovered that Canada was a most desirable place in which to pass one's

amount is \$210,000 as rental for the Northern Pacific; \$232,000 interest on the new bonds, and \$148,000 as interest on the first bonds, or \$590,000 in all. There is to be no pooling arrangement with the Canadian Pacific; passenger rates are not to be over three cents per mile; there is to be a branch to Dunthorn, and the company is to pay the two per cent. tax on its Manitoba earnings. In addition the government is to have the option of purchase in 1930.

In this case it seems that the distrust of the C. P. R. which led to the construction of the lines which have been leased by the government got the better of the members of the caucus and led them to accept the proposal which Messrs. Van Horne and Shaughnessy had predicted will result in provincial bankruptcy and which others say means simply government ownership of rail-road debts. For the most part the press condemns the bargain and predicts that radical amendments must be made in the House. That it will be adopted practically as it stands seems assured from the attitude of the caucus, and an experiment will be made which will be watched with interest by all interested in nineteenth century problems.

Many Americans are trying hard to convince themselves that their country has no other object in view than to free Cuba when it entered upon the war with Spain. Even now they are asseverating that they will take their departure from the island as soon as a constitution has been adopted and the governmental machinery is in working order. But then the facts as to Porto Rico and the Philippines rise up before them and tell them that they are trying to deceive themselves. It is no doubt humiliating after the vauntings of disinterestedness which were indulged in at the beginning of the war to be forced to admit it, but it is a fact nevertheless that Cuba will always remain under the suzerainty of the United States. There will be rebellions there too—these are necessary to the appreciation of life of men of the Spanish race—and the United States will put them down and wonder at the tenacity of any nation which ventures to mention arbitration.

According to the Tory newspaper correspondents at Ottawa, the French-Canadian members are always grabbing at something or sulking because that something is beyond their reach. As a matter of fact, are the members from Quebec more avaricious than their brethren from the other provinces? Is not the fact that that province has eschewed Toryism and placed the spoils of office beyond its reach at the root of all the unreasoning bitterness towards them displayed by the Conservatives? The attention of Mr. Borden should be drawn to these dispatches, for they are a huge mistake from a tactical point of view.

Jealousy is a despicable passion and leads to many ignoble exhibitions and incidents. Why is it that some members on both sides of the House cannot conceal their dissatisfaction because of the conspicuous place our able morning contemporary holds in the councils of the leader of the government? The power of the press is mighty and is as certain to prevail as truth.

MINING LAWS. To the Editor: Pardon me if I am asking too much in requesting you to publish these few lines in your valuable paper. I am aware of some parties paying taxes on mining ground for a number of years who have never worked one day on them, but who are waiting to sell the same. I am an old miner. We made laws in early days that a man might hold one hundred feet front, extending back the whole length of the flat, whatever it may be, but he should work every hundred feet he owned by purchase or pre-emption. This would enable a man to use his money, if he had any, but he should work them, with a free miner, that is, with a man that had a miners' license. I claim that any man working in the province has a right to have a miners' license.

AGRICULTURE VERSUS GOLD. Ottawa Journal. An official of the Toronto board of trade gives the following figures as the value of the output of grain in Ontario during 1900: Fall wheat, \$23,000,000; spring wheat, \$7,000,000; barley, \$17,000,000; oats, \$30,000,000; peas, \$14,000,000; rye, \$2,250,000. Total, \$113,250,000. That is but the grain output of one province of one country, but it is equal to half the production of gold in all the world—which illustrates what the importance of mining is as compared with agriculture. Indeed, if you add to the Ontario grain the product of the Ontario orchards and gardens and dairies and live stock and poultry and apiculture, the total would probably equal the entire product of the gold mines of the world.

A SNAIL FROM TACOMA. Ledger. San Francisco death record for January was the greatest in the history of the city. San Francisco at last is proving that it is good for something. As a place to die in it could not be excelled, as the environment goes far to relieve death of its pang.

APPROVES OF BORDEN. Bobesaygon Independent. It is high time it was understood that the people pay their parliament to do business, not to get on its hind legs, and eternally chatter, chatter and gabble. If a member wants to talk to his employers

there are ten thousand school houses along the back concessions for him to talk in and ten thousand newspapers to report him. When parliament meets it does so at the disposal of business, and the country expects it to confine itself to that business. Mr. Borden is a young man of the present day school, and it appears as if he intended to do his part of the work of the House in a modern method.

A PRODIGY. Hamilton Herald. The Ottawa correspondent of the Toronto Star says that Mr. Duggan, of the Hansard staff, is the only man at Ottawa who can report a French speech in English shorthand. We do not wonder at this. The man who can perform such a feat must have a mind of extraordinary activity. Three distinct processes must be at work at the same time in Mr. Duggan's brain when he is reporting a French speech in English shorthand; first, the process of hearing and understanding the French words; second, the process of turning the French into English; third, the process of thinking of the shorthand characters to use in recording the English words.

THE WISE CHINESE. Montreal Herald. Chinese men can get divorces from their wives for talkativeness. Minister Wu. A law like this in Canada would make divorces as plentiful as small apples in the bottom of a barrel.

BUSY ENGLISHMEN'S BOOKS. The Current-Literary Tastes of Several British Celebrities. Busy men seem to find time to read, and in terms of the annual academic polytechnic of the bees of the pulpit, literature and the press, it would appear that some read exactly the sort of books one would expect them to read.

Others dissipate expectations, while a few send characteristic replies to the question as to the two books which they have read with the most interest and pleasure during the past year. For example, Mr. Finlay agrees with his biographer, Mr. Henry Arthur Jones, that "Huxley's Life and Letters" is the one book of the year which playwrights should read, while the former shows a feminine weakness for "Emma Marshall," and the latter sighs over "An English-woman's Love Letters."

Mr. Stephen Dwyer is evidently a believer in the old and the new. He is of opinion that "Lionel Lincoln" alone out-Herods "Herod," and he compares the main like ill-matched dogs straining at the chain. Dr. Parker puts "Robert Orange" before "The Master Christian," which enables him to deliver a little homily—throw a little sunlight on the order in which they should be consumed, a little "orange" taken before the stronger food of "The Christian."

ANIMAL HYPNOTISM. During the past two and a half centuries various enquiries into nature, from Daniel Schwenter and the Jesuit Father Kircher onwards, noted that by handling animals it is possible to impose upon them postures. Though strained, these are not a thing manifested after release from the hands of the operator. This animal plasticity recalls the plasticity of the human subject in the cataleptic phase of hypnosis. In human hypnosis, however, the cataleptic rigidity is only one, and not the most striking, of a set of concurrent symptoms contributing to make up the hypnotic state. A degree of will, ultra-sensibility of the senses, contraction of the field of attention with substitution of passivity for activity, appropriate response to complex sensorial stimuli of the organs of vision and hearing, execution of acts resembling those of volition, paralysis of memory, all these characters of hypnosis predicate a mental organization much higher than can be attributed to the majority of creatures in which the so-called "animal hypnosis" can be induced. These remain, therefore, almost without counterpart in "animal hypnosis."

THEY KILLED THEMSELVES. The worst terror in the way of a wife that has been heard of in some time, lives in France, in the town of Lusny, near Lucey. Her name is Chaudron. She doesn't kill her husbands. She just treats them so mean, that in desperation, they kill themselves. Her first lover felt so badly that after a few months of her society he went out to the shed and hanged himself. Thereupon she sought and found another husband, upon whose emotions she played until, in despair, one night he upset the lamp so that he might burn to death. Once fairly launched on this kind of career, the woman liked it, and so she took to herself a third husband. He couldn't stand her nagging, and one day he went

WORKING OVERTIME. Eight hour laws are ignored by those who sell little wares. Dr. King's "Life Pills, Millions are always at work, night and day, curing Indigestion, Bilelessness, Constipation, Sick Headache and all Stomach, Liver and Bowel troubles. Easy, pleasant, safe, sure. Only 25c. at F. W. Fawcett & Co.'s drug store.

LONG CREDIT HAS BEEN THE RUIN OF THOUSANDS. GROCERIES AND PROVISIONS. Deville, Sons & Co., THE SUPPLY STORES, Hillside Avenue and First St. TEL. 234. VICTORIA.

THE POWER OF RUSSIA. An Assertion That It is More Apparent Than Real. A great deal of writing about Russia and its future is appearing in the reviews and magazines, the general tenor of the articles being an expression of widespread apprehension at the possibility of Slav domination. Edmond Noble, writing in the Atlantic Monthly takes a very different view. In the course of his argument he says: "For a nation which persists in living, as if it were from the church and from church customs, and not from the spirit of free investigation, from the practice of free thought and free speech, that the social efficiency of peoples, even ever so poor on the planet, have now well-nigh disappeared. Is it bravery? The Tekke Turkman, whom the Russian campaign in Asia almost exterminated, were admitted by Skotolev to be the people 'full of honor and courage' they 'fought like demons' and 'anti-special means of defence could be devised, were irresistible. Is it quick-witted and the newest appliances of war? The failure of these, even when aided by a determination not much inferior to that of the Anglo-Saxon, has been one of the conspicuous results of the struggle in the Transvaal. Is it an enormous population from which to draw combatants? What of the heroic and successful resistance made by the gallant 400 within the crumbling walls of the enclosure at Peking to the attack made on them by an overwhelming force in the name of 400,000 Chinese? Perhaps it is immense territory? We still read our Gibbon, and the answer is there. Turn to the institutions, the sciences, the arts, the literature, the military spirit, proficiency in the polite arts of life, make a first-class modern power? The position now conceded to France is full of suggestion. Is national pre-eminence given to the land of glorious traditions in art and literature for world events, give the people, and by the people, which is the advanced stage of all institutional progress.

STOVES IN FRANCE. A democratic people is sometimes the most arbitrary, and thus it happens that the French people patiently submit to official acts which would not be tolerated in England. Of late, in Paris, numerous accidents have occurred from persons being suffocated through stoves being imperfectly connected with the chimney, or it may not be connected at all. An order has, therefore, been issued by which inspectors are appointed for the purpose of seeing that the stoves of Paris are properly fixed and their fumes carried away. They have full power to enter any house for this purpose. It may be desirable that there should be this form of inspection, but can anyone imagine the letters which would be written to the daily papers were smoke inspectors appointed in England with similar powers? It is so with the advanced stage of the French officials that many structural reforms are also due. It is to be observed in connection with this order that it seems to show that stoves, however desirable as heating apparatus, require more careful attention than patentees and salesmen will often allow. That stoves are not sufficiently used in England—if it is desired to economize fuel—is certain; at the same time they have drawbacks which do not belong to the agreeable, if often wasteful, open fireplace—Builder.

Understand and throw himself in. Undismayed by the accumulation of funeral expenses, the madame again married, but only to become a widow again, for this poor fellow, believing that the death of his first predecessor was the most pleasing in its method of all, he too, hanged himself. "There's luck in odd numbers," thought the widow; and so she married a fifth husband, and when this one followed the example of No. 1 and No. 3, the town began to talk. The madame is now scouring the neighborhood for a sixth helpmate.

PROGS, which are a valuable food-crop in Belgium, are now under the protection of law in that country.

This Week For Cash. China & Sashers Coffee at 35c. lb. Blue Label Ketchup, 50c. pint bot. Cross & Blackwell's Pickles, 10c. Blue Point Oysters, 10c. per doz. TEA, BUTTER, SUGAR, FLOUR ALWAYS AT BOTTOM PRICES. Hardress Clarke, 86 Douglas Street.

B.C. Clothing Renovatory And Toilet Supply Company. Steam Dyeing and Cleaning Works, 44 Broad Street. Telephone 6-080. Gents' Clothing Cleaned, Pressed and kept in order, \$2.50 per month. Ladies' and Children's Clothing a Specialty. We are dyeing Ladies' and Gents' Goods by the most modern methods known to the art; and guarantee perfect satisfaction. Acknowledged to be the best house in British Columbia for doing strictly first-class work. Telephone, mail or express orders promptly attended to. Goods called for and delivered to any part of the city free of charge. All goods left in our charge are covered by insurance in case of which is more than any other firm guarantees. Masquerade Costumes of all descriptions for hire.

Walter S. Fraser & Co., Ltd. DEALERS IN HARDWARE. Iron, Steel, Pipe Fittings, and Brass Goods. Building, Mining and Logging Supplies a Specialty. Metallic Shingles Siding, etc. Telephone 3 P. O. Box, 424. Wharf St. Victoria, B. C.

Sheffield Cutlery Store. We have everything in the Cutlery line—Table Cutlery, Pocket Knives, Butchers' Knives, Razors, Cooks' Knives, Scissors, Tailors' Shears. See our stock, which is all of the best quality, at 78 GOVERNMENT STREET FOX'S Keewatin Flour Lake of the Woods Milling Co., Ltd. HAS NO EQUAL. Insist on getting "Five Roses."

VICTORIA THEATRE. Thursday, Feb. 28. SPECIAL ENGAGEMENT OF MRS. FISKE PRESENTING TESS OF THE D'URBERVILLES. By Louisa May Alcott. From Thom. Hardy's Novel. Copyrighted by Harper & Bros. Prices: \$2, \$1.50, \$1 and 50c. Sale of seats at the Victoria Book & Stationery Store on Tuesday morning at 9 o'clock.

Steinway Pianos. The Standard Pianos of The World. In use by over twenty Royal Families in Europe and in 90,000 American and Canadian homes. The STEINWAY Pianos are preferred wherever obtainable by the world's greatest artists. SOLE REPRESENTATIVES. 41 GOVERNMENT ST.

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Fresh Meat and Salt... JOHN BROS., 259 Douglas Street.

For the Lenten Season

We Are Headquarters. FOR GOODS SUITABLE FOR LENT. Salt Salmon, Salmon Bellies, Salt Mackerel, Salt Herrings, Norwegian Spiced Anchovies, Smoked Herring, Smoked Salmon, Smoked Halibut, Smoked Bloaters, Coddish, Canned Goods—Salmon, Mackerel, Caviar, Sardines, Oysters, Clams, Olan Chowder, Olan Juice, Lobsters, Shrimps, Crabs. ERSKINE, WALL & CO., THE LEADING GROCERS

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EXCLUSIVENESS IN Dress Fabrics

Around this one fixed point there stands such a multitude of new things that it is almost impossible to keep in touch with them. The world leaders of fashion in Dress Goods Fabrics are pouring their best weaves upon us. The keynote is stylishness, which with Beauty and Newness, Originality and Elegance, makes a harmony that never loses its charm. Here we tender a few price particulars:

PRIESTLEY'S BLACK DRESS GOODS. "Bayadera" Cloth, fancy black 90c yard. "Eudora" Silk Warp, black goods, fine texture \$1.25. "Voile" Silk, French black dress fabrics of elegant texture \$2.25. "Cassidine" Silk, in beautiful designs, distinguished styles \$1.25. "Silk and Wool," Francis Priestley's celebrated, very stylish \$2.50. An elegant assortment of Fancy and Plain Black Dress Fabrics. 75c, 90c, \$1.25, \$1.65 per yard. WRITE FOR SAMPLES. MAIL ORDERS PROMPTLY FILLED. The Hutcheson Co., Ltd., Victoria, B. C.

WEATHER BULLETIN

Victoria, Feb. 26—5 a. m.—The pressure remains low on the Vancouver Island coast, while to the southward the barometer is high from California to the Northwest Territories and Manitoba. The temperature is high along the entire Coast, and light to moderately heavy rains have fallen in this district and the adjoining states of Washington and Oregon. Light snow is reported from Barkerville. East of the Rockies the weather is fair and temperatures considerably below zero at various points.

Forecasts. For 24 hours ending 3 p. m. Wednesday. Victoria and vicinity—Moderate or fresh easterly or southerly winds, unsettled and mild, with rain. Lower Mainland—Light or moderate easterly or southerly winds, unsettled and mild, with rain. Reports. Victoria—Barometer, 29.95; temperature, 45, minimum, 41; wind, 8 miles N. E.; rain, .43; weather, cloudy. New Westminster—Barometer, 30.00; temperature, 42; minimum, 42; wind, 6 miles N. E.; rain, .21; weather, cloudy. Kamloops—Barometer, 30.25; temperature, 36; minimum, 34; wind, 4 miles S. E.; rain, .04; weather, fair. Barkerville—Barometer, 30.00; temperature, 26; minimum, 20; wind, calm; snow, trace; weather, snow. San Francisco—Barometer, 30.58; temperature, 54; minimum, 52; wind, calm; weather, cloudy.

CITY NEWS IN BRIEF

IVORY SOAP at Jameson's, 33/Port Street. Scissors, table and pocket cutlery, razors, etc. Shore's Hardware. Mrs. Robbins was removed to the provincial asylum at New Westminster this morning. You will find it in the B. C. Guide; 5c per copy, 50c per year, in all book stores in B. C. The funeral of the late Geo. W. Fisher will take place to-morrow afternoon from the parlors of Brooks's undertaking establishment at 2.30. Fresh Oysters Daily from our own beds at Sooke. Price, per gallon, \$3.00; per quart, 75c. New England Hotel. Susan, a West Coast Indian woman, was fined \$5 and \$2.50 costs in the police court this morning for being drunk. A bicyclist caught riding upon a sidewalk pleaded guilty and was fined \$3. The annual meeting of the Protestant Orphan's Home will be held in the city hall to-morrow (Wednesday) at 4 o'clock, for the transaction of business. Officers and committees for the year will be elected at the meeting. Seven Japanese who embarked here for Seattle the other day and refused entry at the Sound City owing to their non-possession of the thirty dollars head tax, returned yesterday. None of the seven could read or write in any European language. Next Friday evening the members of the Victoria District Farmers' Institute will hold a banquet at Agricultural hall, Saanich. The table will be under the management of the ladies of the district. A special train will leave Victoria at 7.30 o'clock. In Chambers the case of Partridge v. Bennett Lake Co. has been dismissed for want of prosecution; in Smith v. Omnica Consolidated Hydraulic Company, an order was granted for the examination of the secretary of the company which appears as a judgment debtor. In consequence of reports received from Mayne and Saturna Islands of alleged smuggling of Japanese from the United States side, Immigration Officer W. H. Ellis, accompanied by Provincial Constable Cox and Interpreter K. Tokun, visited the islands last week. Investigation failed to authenticate the report. The inspector of fruit pests for the province, R. M. Palmer, has submitted his report dealing with the enemies of the horticulturist as to light and suggestions and remedies in the same connection. The report is a comprehensive treatment of the whole subject, of which Mr. Palmer has made such a close study.

Dispensing Prescriptions. Being your prescriptions to us; we exercise every precaution in our dispensing department; qualified dispensers always in charge. Prescription work a specialty. F. W. FAWCETT & CO., Chemists, 49 Government St.

The superintendent of the Victoria meteorological office, Paynes Reid, is in receipt from the Royal Society, London, of a copy of the report of the latter society upon the volcanic eruption of Kilauea in the State of Hawaii. The report will be remembered, took place in 1883. The report is beautifully illustrated and records the various observations in different parts of the world of the effects and phenomena connected with the disturbance. It contains records of the observations in Victoria, and will be an interesting acquisition to the office of the meteorological station.

The next sitting of the County court will be on Thursday, March 7th. Steamer Charming left Vancouver at 1.25 p. m. and connected with the train. Job lot of cross-cut saws to be sold at less than half price. Shore's Hardware.

Fine steamer Farallon sails for Seattle to-day at 7.30 p. m.; to-morrow at 4 p. m., going right through to Seattle. E. H. Blackwood, agent.

A meeting of the Native Sons will be held this evening when officers for the ensuing year will be elected. Afterwards the newly appointed officers will be banquetted.

The contract for the new residence on the corner of Douglas street and King's road has been awarded to W. D. McKillop, the contract price being \$7,000. A sub-contract for the brick and stone work is held by Geo. Snider.

A recital will be given to-night at Calvary Baptist church by Miss Maude Underhill, elocutionist, assisted by Mrs. Gregson, Miss Russell, Miss Haynes, the Misses Williams, and Messrs. R. Grant, E. Sears and P. and W. Smith. Admission free. Collection.

A cablegram has been received stating that Judge O'Reilly had met with a severe accident in England. It seems he was thrown from a dog-cart while driving, his arm being broken. Judge O'Reilly is well known in this city. A wire has been sent back asking for further particulars.

The Proctor case was disposed of in the police court this morning. The charge was one of having committed an act of gross indecency, and was first brought up about February 13th. Late in the case Ernest Powell was called in as counsel for the defence. This morning the defendant pleaded guilty and was sentenced to two years' imprisonment with fifteen lashes.

The regular fortnightly meeting of the Natural History Society was held last evening, when a paper was read by Capt. Walbraun on Capt. Barkley's voyages to this coast in the latter portion of the eighteenth century in the Imperial Eagle. The president submitted a specimen of jade-instruments discovered at Saanich, and Canon Paddon exhibited a curious insect captured in Chibougamau by Constable Hatched.

A large number of the Chinese merchants have already terminated their New Year festivities, although according to generally accepted custom it should last some time longer. The local Chinese, however, have come to the conclusion that commercial enterprises are not benefited by an inordinate prolongation of the holiday, and consequently the majority are now on the qui-vive for business. Last night several merchants wound up the jubilation by an extensive fiasse of fireworks, which attracted a large crowd.

M. H. Fletcher and Miss Marion Jenkins were joined in matrimony last evening. The marriage took place at St. Saviour's church, Victoria West, and was solemnized by Rev. W. D. Barber. Miss Lily Jenkins was bridesmaid, while John Holland acted as best man. After the wedding ceremony a reception was held at the residence of the bride's brother, 21 Catherine street, where a large circle of friends gathered to congratulate the well-wishes on the young couple. Mr. and Mrs. Fletcher have left for Salt Spring Island, where they will spend their honeymoon.

A. J. Dallain, who for seven years has acted as secretary-treasurer of the James Bay Athletic Association, and has seen the organization rise from a state of poor finances to its present sound and healthy condition, has resigned his position. A meeting of the committee of management was held last evening for the purpose of considering applications for the position, and as a result D. Purcell Johnston was appointed to the position. Although Mr. Dallain has resigned, the secretary-treasurership, he will continue an ardent and enthusiastic supporter of the association, retaining his position on the board of management and trustees and in the different committees.

It is reported that the C. P. R. has applied for certain power which virtually give them the opportunity of making the outer wharf a terminal point of its transcontinental system. According to the rumor the intention is to establish the requisite terminal facilities there and institute arrangements which will permit the shipment of freight by means of cars drawn by an electric motor through Victoria to the E. & N. railway and thence to Ladysmith, the ferry being the connection link between the island and the continuation of the C. P. R. system on the Mainland. This will of course necessitate the installation of heavy rails and other street facilities to stand the strain of the heavy traffic. The importance of such an arrangement can hardly be comprehended, but it would give this city an impetus that would send it up many notches in the scale of commercial advancement. Some time ago it was rumored that the C. P. R. endeavored to secure the outer wharf, and the present rumor may mean that a satisfactory understanding has been arrived at.

"Life Portraits of Queen Victoria" will be a feature in the March issue of McClure's Magazine. The subject is made up of reproductions from photographs and paintings, and it is of notable historical value. They cover the life of the Queen from infancy to old age, and are accompanied by descriptive text.

JOHNS BROS. 259 Douglas Street.

The Debate Continued

The Consideration of the Address Taken Up Again This Afternoon.

Deputation From Victoria Agricultural Society Waits on the Executive.

This morning a deputation consisting of President Holmbeck, of the Agricultural Society, Noah Shakespeare and W. H. Hayward, M. P. P., waited on the government soliciting an appropriation on behalf of the society for the exhibition to be held here this summer. The deputation pointed out that the society had received but one appropriation since its organization, and that in consideration of that fact they thought the society should receive \$5,000 this year. The government promised its favorable consideration of the proposal. J. Stables, M. P. P. for Atlin, wears a watch chain and the pin which is the admiration of his fellow members. It was presented to him by the citizens of Discovery, Atlin, on the eve of his departure for Victoria, and is a unique and handsome tribute to the popular member. It is a watch chain and pendant, consisting of gold pan, nuggets, pick, shovel and windlass and also a beautiful nugget pin.

The room hitherto occupied by the president of the council has been handed over to the press representatives, tables, chairs, lights and other conveniences provided, and every attention been paid to making the reporters comfortable. The room is not nearly as convenient to the chamber as the one originally selected but otherwise is adequate for the needs of the pressmen. The thanks of every member of the gallery are due to John Houston, M. P. P., who went to a great deal of trouble to secure this much valued concession.

All sorts of rumors are in circulation in regard to the details of the government's policy in respect to railways. It is stated that so far as the Coast-Kootenay line is concerned that it will be built by the C. P. R. for a cash subsidy of \$4,000 a mile, with a passenger rate of four cents a mile and a low rate for produce destined for the mining districts.

Some speculation is indulged in in regard to the contents of the labor bill promised by W. B. Melness. It is supposed that it will embody the suggestion made in the petition of the miners of the Nanaimo district, namely, the appointment of a committee to examine all miners who seek employment, by educational and other tests.

E. C. Smith, of East Kootenay, arrived in town last night, and was warmly greeted when he visited the chamber this morning.

TO-DAY'S PROCEEDINGS. The House opened this afternoon without the usual devotional exercises. After the reading of the petitions received yesterday, Capt. Tatlow resumed the debate on the address. He drew attention to the broad effect of the Oriental legislation of last session, and contrasted it with what would have happened had the opposition had their way, namely, to pass a law which would have been certainly disastrous. The government had pursued a policy more effective, if less violent. They had acted on the suggestion of Hon. Joseph Chamberlain, and had taken advantage of the rights guaranteed to them by the B. N. A. Act. They had opposed a bill brought in by the member for North Nanaimo, which that gentleman in his sane moments never believed could be reasonably propounded. Ralph Smith, a man recognized as the labor leader of the province, had pronounced that bill one of the most ridiculous pieces of legislation ever propounded to a legislature in the history of the world. The electors recognized this, and the result had been that his colleague, Mr. Garden, had been returned at the recent by-election by a large majority. He ridiculed the suggestion that a province of the limited powers of this province should undertake the construction of such a line as the Coast-Kootenay railway. The next best thing was to offer a bonus to the railway and exercise a control of its rates.

TO CURE A COLD IN ONE DAY. Take Lassative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Groves' signature is on each box.

Try Our Blend Tea 25c lb. Creamery Butter 25c lb. Navel Oranges, 2 doz. for 35c. E. B. JONES, FAMILY GROCER, Corner Cook and N. Park Streets.

Coughs and Colds

Can be quickly cured by taking Pulmo-Lose Cough Cure. HALL & CO., DISPENSING CHEMISTS, Clarence Block, cor. Yates and Douglas Sts.

ROAD MATTERS DISCUSSED

At a Meeting Held at Colwood on Saturday Night.

An adjourned meeting of the electors of Barkerville and the district was held at Colwood on Saturday to consider road matters generally and receive their road foreman's report. Arthur Peat was chairman and Joseph Shaw secretary.

The chairman opened the meeting by expressing his regret that their foreman, H. Pike, had not put in appearance as requested. The secretary stated that he had written to Mr. Pike as instructed, and had not received any reply or information. It was decided not to go into the matter at the meeting. It was moved by Wm. Wale, seconded by John Leane, that a vote of censure be passed upon H. Pike for his non-attendance. This carried unanimously.

A discussion was then opened by J. Atkins as to the best method of proceeding for the coming season. This matter was fully discussed by J. Knox and others, the following resolutions being all carried unanimously: That the people continue to elect their own road foreman, and that the government be respectfully asked to accept

their recommendation of a superintendent for the district instead of an engineer; that Messrs. Knox and Atkins be hereby appointed to join the deputation from the Good Roads Association to wait upon the government and press their views upon them; that Mr. Wale and the secretary be empowered to call a meeting early in the season to elect another road foreman; that the election be by open ballot; that there be only one road camp in future, and that the road foreman be on duty daily from 7 a. m. to 5 p. m.; that as the chairman had been one of a party to select the best route for the remaining portion of the road through to San Juan and had the tracings and notes relating thereto, he be added to the deputation of the Good Roads Association.

Attention was again called to the danger to drivers in case of a runaway down the 4-mile hill by the locomotive on the railway bridge, also that by diverting the road both the hills would be materially lowered.

As considerable interest was manifested in the Good Roads Association, the secretary was asked to explain its methods and objects for the benefit of those who were unable to attend its first meeting, after which a vote of thanks to the chairman and secretary brought a very practical meeting to a close.

HER TROUBLES. "No," said the society reporter, "it is not very hard to get descriptions of the costumes. The hard part is to write the descriptions so that each lady will consider herself the best-dressed woman present."

And she resumed her efforts to sharpen her pencil with a hairpin.—Baltimore American.

In a little town in South Dakota they are considering the erection of a monument to a dog which availed its master and possibly prevented the destruction of the village by fire.

AGENTS FOR THE Woodland Park Estate. The CHEAPEST and BEST land in the market, in one and ten acre blocks. This land is just outside city limits. City water mains through property. Schools and churches close to. Over 40 acres to choose from. SWINERTON & ODDY.

More Men In Khaki

Another 'Triumvirate' Returned From the Front Last Evening After Good Trip.

Participated in the Great General Procession in London—General Retrospect.

Another triumvirate of the first contingent returned last evening in the persons of Ptes. Dixon, Roberts and Court. They have been sojourning with relatives and friends, and appear to be in improved health and spirits in consequence.

In conversation with a Times representative this afternoon, Pte. Dixon gave some particulars of the great procession in London on the day of the Queen's funeral, which he characterizes as solemnly magnificent. He was in attendance among the colonials, and thus participated in an event which will go down in history as notable, inasmuch as it comprised the obsequies of the greatest monarch in the annals of the world.

Pte. Dixon had the honor of a brief conversation with the Queen about six weeks before her death. With other colonials he visited Windsor Castle, and Her Majesty, upon learning that he was a Canadian, and perceiving that he was just recovering from the effects of his experiences in the field, became interested. She appeared very pleased to see the men.

Pte. Dixon had the honor of conversation with another personage prominent in a bright sphere. This was Rudyard Kipling. As will be remembered the great author, in writing to the press his impressions, mentions a visit to the hospital, and his conversation with some of the inmates. He appeared particularly interested in the colonials and devoted several paragraphs to witty commentary sketches of the men from Canada.

Pte. Dixon was through the Panderberg engagement, and received a little memento of his experience in the shape of a slancing wound in the breast. He and Pte. Andrews were stretcher bearers on that memorable day, and were deliberately fired upon by the ruthless enemy. When Capt. Arnold left the two Victorians rushed to his assistance under a hail of lead, and proceeded to remove him to safety.

Pte. Duncave, another Canadian, hastened to help them. At this juncture Capt. Arnold's arm, which was hanging loosely over the side of the stretcher, was pierced by a Mauser bullet, and while Pte. Dixon was being glanced and not very seriously, Pte. Andrews was also wounded in the knee, and Pte. Duncave in the wrist, and these casualties attested the determination of the cornered Boers to compass the destruction of the stretcher bearers, totally regardless of the wounded officer.

After Panderberg he went to Kimberley hospital, subsequently rejoining his regiment at Bloemfontein. He proceeded with them almost as far as the Zand river, where twelve miles past Winberg, where rheumatism fever laid him up.

He then went to various hospitals, ultimately being invalided home to England, where he recuperated with his relatives at Brighton.

According to Pte. Dixon, Andrews has joined the Imperial Light Horse, while Dickinson has thrown up his commission and returned to Africa for the purpose of seeing further service.

TEETH. The necessity of providing free meals for school children is often discussed. The hospital, London, points out that there is something to be said for free food, and that is teeth. Our contemporary says: "It must be remembered that there is a great hereditary and instinctive tendency among all but the very lowest type of the human race which drives parents to provide their young with food. Food of a sort then the children will be sure to have. On the other hand, there is no 'born' instinct which drives parents to look after their children's teeth. Yet we see as a community object to nature's method of eliminating the toothless ones by starvation. So we keep these weakly ones alive sometimes in workhouses, but always at great expense, while the great multitude of those who are not thrown entirely upon our hands lead a less healthy and less productive life than would be the case if they had been thrown upon the world uneducated, perhaps, but with good teeth."

"That the state should take care of the children's teeth is, we are told, a matter not lightly to be put aside on the plea of its socialistic tendencies. 'It is a matter of both military and national importance.'"

Everybody knows that an invitation to a wedding is a gentle intimation that presents, however small, will be gratefully received by the bride. But it has been left to a distinguished native of India to make an open confession of this pleasing hypocrisy. Writing to the people in his station, asking them to his daughter's wedding, this man used the following formula: "Mr. and Mrs. request the presents of Colonel and the officers of the regiment at the wedding of their daughter." The story is true.—London Globe.

Personal

Guy Macgowan, of the White Pass & Yukon Railway office, Vancouver, after visiting Seattle on business, returned to the city last evening and registered at the Driford hotel. He left for Vancouver last evening by the steamer Charming.

C. W. Norton, of Tacoma, Thos. Pitt hotel keeper, Duncan, A. Howe, butcher at Chemung; and S. Farnon, storekeeper at Chilliwack, are guests at the Dominion hotel.

Wm. Downie, the newly appointed superintendent of the Kootenay division of the C. P. R., came over from Vancouver in the Empress last evening and registered at the Driford.

Dr. F. T. Troughton; R. E. Elliott, of Kamloops; E. Russell, of Vancouver; and E. T. Trotman, of Chemung, are a party of gold seekers who will leave shortly for Atlin.

E. C. Smith, M. P. P. for East Kootenay, arrived in the city last evening for the purpose of attending the session. He is staying at the Dominion.

Thomas O'Brien, a prominent barrister of Golden, B. C., and G. B. McDermott, of the same place, are among the guests at the Driford.

Six of the members of the "Prisoner of Zenda" company registered at the Dawson hotel. They left this morning for Nanaimo. H. J. Caldwell, superintendent of the Chemung mills, loggia railway, is in the city, a guest at the Dawson hotel.

P. N. Smith, manager of the B. O. Leather Company at Vancouver, is staying at the New England.

C. S. Y. Branch, manager of the Sun Life Insurance Co., at Vancouver, is a guest at the Driford hotel.

Misses Irvine and Stewart, two ladies from Cape Colony, Africa, are registered at the Driford.

R. Stewart, a commercial man of Vancouver, is a guest at the Vernon hotel.

Mrs. M. Jenkins left for Seattle last evening where she will in future reside. Louis G. Hill, of Chemung, is in the city, a guest at the Victoria hotel.

W. B. Lee, of the National Life Insurance Co., is at the Victoria hotel.

John Peck, inspector of boilers, of New Westminster, is in the city.

Mr. and Mrs. G. H. Banks, of Scotland, are starting at the Driford.

Mr. Justice Marjlin was a passenger to Vancouver last evening.

R. G. Duck, miner, of Mount Sicker, is a guest at the Dominion.

Frank Turner, of White Horse, is a guest at the New England.

Emerson Smith, of Toronto, is a guest at the Driford.

PANTS SALE

We have just received a big lot of Men's Pants, in all sizes, fashionable shades, well made, perfect fitting; and every pair worth at least \$3.50

Your Choice This Week, \$1.90

All clean, fresh goods, direct from the manufacturer. Come in and examine these goods, and you will admit they are the best value ever offered in the city

McCandless Bros

Oak Hall, 37 Johnson St.

RAIN COAT

REDUCTIONS

\$20 Ones For \$15.00, 16 Ones For 12.00, 12 Ones For 9.00, 10 Ones For 7.50, 8 Ones For 4.50.

These are all new coats bought this season, and all made by the celebrated Chas. Mackintosh Co., Manchester, England. Colors are black, navy blue and fawn; styles, single or double breasted box coats and detachable cape coats.

W. G. Cameron

VICTORIA'S CHEAPEST CASH CLOTHING, 36 JOHNSON STREET.

'SEARCHLIGHT'

62 FORT STREET. Showing The Magician, The Frances Sisters, The Rescued, Hoboken Fire, Harvesting Scene in Eastern Washington, Street Scene in Yokohama, Panoramic View on Penn. R. R., Playing Cards, Busy Day in Peking, China, Off to the Docks, The Devil's Laboratory. Admission 10c; children, 5c. Open daily.

IMPROVEMENTS

Having recently installed a motor power in connection with our business, we are prepared to give better satisfaction in cleaning Feather Beds and Pillows. We also make awnings, do upholstery and carpet cleaning in a thorough manner. SANITARY FEATHER WORKS, B. DEACON, Prop., 119 Fort St., Cor. Blanchard, Tel. 302.

We Repair Jewelry

A TRIAL SOLICITED. W. B. Shakespeare, 74 YATES STREET.



The Domestic Sewing Machine

It is honestly made and honestly sold. The pioneer in invention; easily understood and operated. It makes happy homes. Lightest running. Finest material. Best finish. Needs and parts for all sewing machines.

Fletcher Bros.,

80 GOVERNMENT STREET.

Tooth Brushes

Direct importation from England and France, 10c, 15c, 20c, 25c and 50c.

Perfect Tooth Powder

25 cents. Preserves and whitens the teeth.

Thymo-Dentine

25 cents. An antiseptic tooth wash, prevents decay, also slays in Yafco street window.

John Cochrane,

Chemist - N. W. Cor. Yates and Douglas Streets.

Auction Sale

Valuable Furniture, Fine Ranges, Bush & Gert's Piano in perfect condition, Etc., Etc.,

Our Salerooms,

On Friday, March 1st, at 11 a. m.

Parties desiring of including furniture or other goods in this sale will please send same in before noon on Thursday.

THE CUTHBERT-BROWNE CO., LTD., Auctioneers.

Dangerous Travelling

Stage Loaded With Passengers Broke Through Ice - No Lives Lost.

Conflict at Skagway Between Military and Civil Authorities - Charged by Soldiers.

WRECK LOCATED.

LESE MAJESTE.

HUNTING FOR A NEGRO

Who Fatally Assaulted a Young School Teacher.

(Associated Press.)

Terre Haute, Ind., Feb. 26.—Ida Finklestein, aged 20 years, a school teacher, while walking through the lengthy strip of woods yesterday way from the school to the electric line, three miles east of Terre Haute, was assaulted by an unknown negro who shot her in the back of the head and cut her throat, severing the wind pipe. After the assault Miss Finklestein walked a short distance to a friend's home with the blood streaming from her wounds and fell unconscious on the door step. Late in the evening she died. An angry crowd is searching for the negro.

Taken From Jail and Lynched.

Terre Haute, Ind., Feb. 26.—George Ward, 27 years old, a colored man formerly employed in the car works here, was arrested to-day and, according to the police, confessed to having murdered Ida Finklestein.

Ward had recently been discharged from an asylum as cured. Apparently he is demented now. In his confession Ward said Miss Finklestein taunted him about his color, and then struck him in the throat. He failed to explain, however, how he came to be engaged in conversation with the victim.

At 12:30 p. m. a mob, wrought to a tremendous pitch of fury, gathered in front of the county jail and battered down the outer door. Jailer Lawrence O'Donnell appeared with a shot gun and fired over the crowd in a vain effort to stampede them. The deputy sheriffs were wounded by shots from the crowd.

Ward's confession was passed through the streets and the crowd, reinforced by hundreds of recruits, redoubled its attack on the jail. At 12:45 they succeeded in reaching Ward's cell. He was quickly dragged out to the street and lynched.

WAS HEIR TO A FORTUNE.

(Associated Press.)

Vallojo, Cal., Feb. 26.—On the night of February 9th, 1890, an unknown man was assaulted in Arley's lumber yard and died a week or so later at the county hospital from the effects of his wounds. At the hospital he gave his name as E. C. Newell. To-day Chief of Police Stanford received a letter from a law firm of New Bedford, Mass., which shows that the murdered man was heir to a big estate in that city. In giving his name, the victim had transposed his right name, which was Newell E. Clark.

LESE MAJESTE.

(Associated Press.)

Berlin, Feb. 26.—Herr Buena, of the reichstag, has been sentenced to serve three months in jail on the charge of lese majeste.

WRECK LOCATED.

The Rio de Janeiro Lies in Thirteen Fathoms of Water.

(Associated Press.)

San Francisco, Feb. 26.—It is stated that the position of the wrecked Rio de Janeiro was located by sounding in 13 fathoms of water, a depth at which divers can work. It is exactly one-quarter of a mile south-west of Fort Point buoy, within a stone's throw of the walls of Fort Wincoast. It is possible that the imprisoned bodies may be recovered.

NICARAGUAN CANAL.

Negotiations With Imperial Government Will Be Conducted From Washington.

(Associated Press.)

London, Feb. 26.—The Nicaragua negotiations have been, or are on the point of being, entirely transferred to Washington. The British ambassador in the city is not empowered to deal with the suggestions of the British government.

The usual weekly cabinet meeting was held this afternoon.

STEAMER WRECKED.

(Associated Press.)

Washington, Feb. 26.—The steamer Newark, of the quartermaster's department, reported wrecked on Catanduanes Island, undoubtedly is the small steamer purchased at a cost of about \$5,000 and used for the transportation of supplies in the Philippines. This is the only vessel that name in the quartermaster's department.

SANG WITHOUT STRINGS.

"Enormous pains and care go to the making of a good violin," says an authority. "Indeed, it has been said that the great violin-makers all lived within the compass of a hundred and fifty years. They expended extraordinary care in finding just the right wood. They learned to tell the density of the wood by touching it."

"The house of Stradivarius was an oven. In this great heat the oils thinned and slumbered slowly, and penetrated far into the wood, until the varnishes became a part of the wood itself. "So vibrant and resonant is the wood of good old violins that they murmur and sing in answer to any sound, where number of them hang together on a wall. It was doubtless owing to this fact that superstitious individuals, carried away by Paganini's wonderful playing, declared that he had a human soul imprisoned in his violin; for the instrument sang and whispered even when all the strings were off."—Cassell's Saturday Journal.

Liquid air is the force of the future. It is an explosive of a most dangerous kind; it may be used as an anesthetic; it may be used to purify anything. In a word, says Sir Walter Besant, in the Queen, it is another giant caught, imprisoned, and made to do the will of man. "I have not the least doubt," he continues, "that before many months are past liquid air will be captured by the inventor and used for the destruction of a whole army many miles distant by the hand of a drummer-boy."

The Rev. E. Husband, vicar of St. Michael's, Folkestone, tells an amusing story. An intending bride put up the banns, and after being "asked" for the first time she told him she had lightened her affections upon another man. Accordingly the change was made in the banns, and after these had been published for the first time the woman again called on the vicar and told him she had decided, after all, to stick to her first choice. These two were duly married.

CANADIAN COMPANY LAW.

The Times is in receipt of a very handy book of reference from the house of C. T. Forest, law bookeller, Montreal.

The author, Mr. W. P. White, explains his purpose as follows:

The basis of this book has been the Companies' act of the Dominion. The arrangement of that act has been generally followed, and where the Provincial acts are not in effect the same, these provisions have been pointed out. The "Winding Up" act is treated in the "Winding Up" chapter. There are so many excellent works upon the subject of Joint Stock Companies, and the principles are of such universal application that the necessity for a Canadian work might be questioned, but unfortunately parliament has not always followed the improvements that have been made elsewhere, and our system, especially in regard to incorporation, remains somewhat antiquated. One of the main objects of this book has been to collect and refer to all the leading Canadian cases. This jurisprudence is not very extensive, but most of the decisions have dealt with important questions and have been carefully considered. At the same time, the standard text books have been consulted and will be found referred to constantly. The monumental work of Judge Thompson from the United States point of view and the admirable works of Mr. Palmer, Mr. Buckley, Judge Lindley and other English commentators have been compared and where necessary distinguished.

The aim has been to make the book as complete as possible, so that it might be useful, not only to the profession as a digest of the Canadian cases, but that the text might be sufficiently clearly expressed to serve the student and stockholders in general. On points regarding which there is no Canadian jurisprudence or conflicting decisions, the conclusions stated in the text have not all cases received the approval of the courts, but the greatest possible care has been applied to have the references reliable, so that recourse to them may be facilitated. The cases were at first collected by Mr. E. Longueville Snow, librarian of the New York Life building, Montreal, and were laboriously verified and added to as the work advanced by Mr. J. A. Ewing, Advocate, who also rendered valuable assistance in the revision of the text. A few of the most useful forms are added in an appendix, for many of which I am indebted to Mr. W. E. Hodgins, M. A., of the department of justice, Ottawa, who, among his other duties, is specially charged with matters coming under the provisions of the Companies' act. An appendix contains the text of the Dominion acts relating to Joint Stock companies, and also the acts of the provinces of Ontario, Quebec, and British Columbia. Those of the other provinces, if such were thought, would not be readily accessible to barristers in the respective provinces, by applying to the provincial secretaries.

TO CONTRACTORS.

Tenders are required for the erection of a large frame addition to an Hotel at Field for the City of B. Plans and specifications can be seen at the office of F. M. Rattenbury, Architect, after Thursday, Feb. 28, between 3 and 5 P. M.

Tenders to be sent in on or before March 14th next. The lowest or any tender not necessarily accepted.

THE HILTON ELECTRIC COMPANY, LIMITED. 62 GOVERNMENT ST.

ESTABLISHED 1885.

City Auction Mart

73 Yates Street

JONES, CRANE & CO.

Auctioneers, Appraisers, Real Estate and Commission Agents.

AUCTION SALES

Tuesdays and Fridays.

House Furniture Bought Outright for Cash.

Residential Sales a Specialty.

Will fill appointments in city or country. TEL. 294.

NEW ADVERTISEMENTS.

WANTED—A general servant; no washing. Apply to Miss Andrew Gray, Catherine street, Victoria West.

WANTED—Young man, for general work in stationery store. Apply, starting age, etc., to A. H. Times Office.

BERARD BOY WANTED. Apply J. McCarrach, tailor, 22 Trounce avenue.

TO LET—Two-story house; all modern improvements; in excellent condition. Apply William Whitaker, 128 Government St., or at house, 7 Wiltaker St.

NOTICE—I will not be responsible for any debts contracted by Sarah Lewis, late of Victoria, who has been married to William J. Preese, Jr., as all debts in this last name will be paid by me, as always have been, and all debts for the same collected by me. William J. Preese, Jr., 21 Wiltaker street, Victoria.

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SPORTING NEWS.

CHICKEN. SEASON IN FULL BLAST.

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LACROSSE. THREE BOYS FROM VICTORIA.

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BASKETBALL. PORTLAND AGAIN VICTORIOUS.

The return game between the Y. M. C. A. team from Portland and the J. R. A. A. which took place at the drill hall last evening, again resulted in a victory for the visitors by one point. As on Saturday evening, the game was a fast one from the start to the finish, and in the first half the boys in blue had decidedly the best of it. The half was fairly well-fought, though not so crowded as on the former occasion, and the excitement was intense all through.

The score on the completion of the first half stood 11 to 4 in favor of the local team. In the second half the Portland boys seemed to brace up, and, much to the disgust of the backers of the boys in blue, gradually evened the score. When the match was completed the score was 13 to 12 in favor of the visitors. It is a remarkable coincidence that both games should be a victory for the boys in red by one point, and they doubtless went away with a feeling of respect for the prowess of the J. R. A. A. boys. One of the Portland team, Mr. Cox, acted as referee, and some complaints were made regarding his decisions.

Under the Belgian law unmarried men over twenty-five have one vote, married men and widowers with families have two votes, and priests and other persons of position and education have three votes. Severe penalties are imposed on those who fail to vote.

The inhabitants of Arran, where the population is 10,000, are plentifully employed as a substitute for tea.

THE LUXURY OF ELECTRIC LIGHT.

Like that of a good cigar, must be experienced to be thoroughly appreciated, but its freedom from the foul odors, dirt and smell of oil and gas, say nothing of the danger of asphyxiation—anyone can easily understand. We supply all sorts of appliances and apparatus to be used with electric light, as well as its useful contrivances for the storage and distribution of electricity in many varied forms.

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BASKETBALL. PORTLAND AGAIN VICTORIOUS.

Kilmarnock Scotch Whisky

This very fine quality of Scotch Whisky is fast growing in favor in British Columbia. It has for many years been the leading whisky all over Europe, and is to be obtained in all the leading hotels, clubs and refreshment places in London and other large cities of Great Britain. It is termed the "Johnnie Walker," which means Walker's famous "Kilmarnock."

The people of British Columbia demand a good Scotch Wh

Driven From Position

Boers Compelled to Fall Back After Severe Fight With Methuen's Force.

British Lost Three Officers and Thirteen Men Killed—Botha's Address.

London, Feb. 22.—Lord Kitchener telegraphs the war office as follows: "Klerksdorp, Feb. 21.—Methuen's force, marching from the north, entered the country through Volmarstad.

"At Hartbeestfontein, fourteen hundred Boers under Generals De Villiers and Lambergh, opposed him. They held a strong position obstinately, but were turned out after severe fighting, in which the Yeomanry and Victorian Bushmen and Lancashires distinguished themselves.

"Our casualties were three officers and thirteen men killed and five officers and twenty-five men wounded. The Boers left eighteen men dead on the ground and suffered severely.

Dispatches to the Daily Mail report a Johannesburg rumor that Commandant-General Botha is suing for peace. Lord Kitchener, it appears, has issued instructions that no goods of any description are to go forward by the Delagoa Bay line until further notice, with the exception of urgent military and hospital supplies. This order is supposed to indicate a big move eastward.

Looted a Train.

Johannesburg, Feb. 20.—The Boers destroyed a culvert between Natalasuit and Klip river, on the railroad just south of here, at dawn to-day. They captured a train load of food stuffs and after taking all they could conveniently carry, set fire to the rest and disappeared over the veldt.

Botha's Address to Burgers.

Standerfontein, Feb. 21.—A deserter who has arrived here relates that Commandant-General Botha assembled his men on February 2nd and addressed them. He reminded them that the American colonies fought for more than six years to secure independence, and appealed to them to fight as long or even longer, if necessary, until no man was left.

Some of the burgers replied that they did not see how they could fight much longer, as the British were destroying all the crops and capturing all the cattle and sheep, while the ammunition was nearly exhausted, save about six rounds.

"When this is gone," they said, "where shall we get more?"

Gen. Botha replied that the Lord would provide them with the means of fighting.

The Exportation of Horses.

New York, Feb. 21.—Sir Chas. Dilke is quoted in a London dispatch to the World as saying, relative to whether America's permission to England to obtain supplies of horses for use in Africa is a breach of neutrality.

"It is not a breach of neutrality, but any government may refuse to allow horses to be exported without committing an unfriendly act. Some countries never permit the export of horses for war purposes. The Turks for instance. Others, the Austria-Hungary, have a law against it, but where they are friendly disposed toward each of the belligerents, such countries occasionally wink at a breach of this law.

Austria-Hungary has allowed us to export horses to Africa, and there is no breach of neutrality involved. It is a case of catch me if you can. There are plenty of precedents for refusing to allow horses to be exported for war purposes."

De Aar, Cape Colony, Feb. 19.—Commandant Freneman's force, about 1,000 strong, has separated from Gen. Dewet and gone north.

Gen. Dewet is moving westward to meet Commandant Hertzog, who is coming with a fresh supply of horses.

Mercenaries Shot.

London, Feb. 23.—A dispatch to the Daily Mail from Pietermaritzburg records the capture of a gang of German mercenaries and dynamiters who were attempting to destroy a bridge near Krugersdorp. After they were captured they tried to escape, and some of them had to be shot down.

War Questions and Answers.

London, Feb. 22.—In the House of Commons today Mr. Broderick, secretary of state for war, took occasion to offer an explanation regarding the retirement of Major-General Colville, for which he had been so much criticized.

Gen. Colville, said Mr. Broderick, had been sent home by Lord Roberts for inefficiency in the field. Gen. Colville had never been tried, and though his case had been considered on his return to England, and he had been allowed to resume his command at Gibraltar, he had not been exonerated from blame. Subsequently Sir Evelyn Wood, the adjutant-general, had brought the Lindsey disaster to Mr. Broderick's notice. After consultation with Lord Roberts, who had advised that Gen. Colville should not be allowed to retain his command at Gibraltar, Mr. Broderick had ordered action in accordance with his advice. Mr. Broderick stated that he understood the matter would be brought to the attention of the house later, and therefore he would defer a fuller statement.

In reply to Mr. Redmond (Nationalist), Mr. Broderick admitted that Lord Roberts had commended Gen. Colville, but subsequently events necessitated his removal from the army.

Replying to Mr. Dillon (Irish Nationalist),

Mr. Broderick said he had received a telegram from Sir Alfred Milner, confirming the ill-treatment of natives by the Boers at Calvinia. Sir Alfred Milner said he had no doubt but that the Boers murdered the man named Esau, who was flogged and afterwards shot.

Lord Cranborne, parliamentary secretary for the foreign office, assured Mr. Redmond that the Emperor of Germany had not offered to arbitrate the question of terminating the war in South Africa.

Replying to a question of the cost of the war, Sir Michael Hicks-Beach, chancellor of the exchequer, said that this far £81,500,000 of bonds had been issued, and the weekly issue was from £1,000,000 to £1,250,000.

Mr. Broderick inserted the information that the Boers in the field had been estimated at from twelve to twenty thousand. In January, there were 10,000 Boer prisoners, and this number had since been increased.

QUARTZ MINING.

Price of Locations on Dominion Lands Reduced.

(Special to the Times.)

Ottawa, Feb. 23.—An order-in-council has been passed providing that the price of quartz mining locations on Dominion lands be reduced to one dollar an acre, and that the necessary change be made in the several sections in the regulations in which the price is quoted at a higher figure. The order also provides that all Crown patents issued for quartz mining claims situated in the Yukon territory shall be made subject to the townsite provisions of the regulations governing the administration of Dominion lands in that territory, other than coal lands established by order-in-council dated 20th of July, 1900.

Wreckage Took Fire

Engines and Cars Demolished in a Collision Near Trenton, New Jersey.

Ten Passengers Were Killed and Twenty-Five Injured—Several May Die.

Trenton, N. J., Feb. 21.—A collision occurred on the Amboy division of the Pennsylvania railroad about 5.30 this evening at Rumlinsiding, near Bordentown, and about eight miles south of Trenton. The "Nellie Bly" express, from New York for Atlantic City, collided with passenger train No. 330, running from Camden to Trenton. The number of dead so far as known is ten, and the number of injured about twenty-five. A special train at about 9 o'clock from the scene of the wreck, brought four dead bodies and eighteen wounded persons to Trenton.

The wounded were distributed among three Trenton hospitals. Other wounded were taken to Cooper hospital, Camden.

Among the killed was Walter Earl, engineer of the express, and James Birmingham, baggage master of the local train. Most of the killed were Italians. Frank Boland, a passenger on train No. 330, an employee of the Pennsylvania railroad, had both legs cut off. The doctors say he will die. Michael McGraw, fireman on the "Nellie Bly," was badly injured, but is expected to recover. Frank Thompson, engineer of No. 330, had a leg broken and is badly bruised. He is in a precarious condition. Edward Garwood, fireman on No. 330, was badly injured by jumping, but will recover. Edward Supp, conductor of No. 330, was also injured, but his wounds are not believed to be serious.

Most of the remaining dead and injured are Italians.

The Italians were riding in the smoking car of the express train. They were being taken to Atlantic City to do construction work for the railway company. The two trains collided at full speed, and both engines were completely demolished. The forward car of each train in both instances, combination baggage and smoker, were entirely demolished also, and to add to the horror, the wreckage took fire.

The second car of the "Nellie Bly" turned on its side and the passengers had to climb out through the windows. The track at this point is so close to the Delaware and Puritan canal that the passengers, in getting out of the overturned car, got into the canal, and many of the bodies of the dead and injured had to be taken from the water.

Train Derailed.

Porter, N. W. T., Feb. 21.—The west-bound passenger train on the Soo division, was derailed six miles north of here this morning. The engine and all the cars left the track. There were several passengers on board for the Pacific coast and no one was hurt.

IBSEN'S HEALTH IMPROVING.

(Associated Press.)

Christiania, Feb. 23.—The cable report that Henrik Ibsen, the Norwegian poet and novelist, who has been suffering from inflammation, had suffered a relapse is unfounded. On the contrary his condition is improving daily.

MANITOBA LEGISLATURE.

Winnipeg, Feb. 21.—After the formal reading of the speech from the throne in the legislature to-day, the House adjourned until Monday next. Premier Roblin gave notice that the railway bills would be the first read on Tuesday next.

WENT DOWN IN TWENTY MINUTES

Steamer City of Rio de Janeiro Struck Hidden Rock Outside the Golden Gate This Morning.

MANY PERSONS HAVE BEEN DROWNED

There Was Great Confusion on Board After the Accident—In Trying to Escape Several Jumped From the Vessel.

(Associated Press.)

San Francisco, Feb. 22.—The City of Rio de Janeiro, Capt. Ward, from the Orient and Honolulu, struck on a rock early to-day, just outside the Golden Gate and sank in twenty minutes.

A large number of persons were drowned.

The steamer was lying off the heads all night, an unusually heavy fog preventing her from entering the harbor. At five o'clock this morning she weighed anchor and headed for the city in charge of Pilot Fred Jordan.

Shortly afterward the vessel struck a hidden rock, and Pilot Jordan shouted for all on board to take to boats. The wildest confusion prevailed. The passengers and crew scrambled for the boats.

In the endeavor to escape from the rapidly sinking vessel many jumped overboard.

Capt. Ward ordered several of the boats alongside, and the ladies of the cabin and some of the male passengers were placed in them. The boats were manned by part of the crew and headed cityward.

So far as known but three of the ship's boats left the vessel.

On board the Rio were 29 cabin passengers, 130 in the steerage and 140 in the crew.

Tugs and other small boats quickly put out from this city for the scene of the disaster, and already they are straggling with large numbers of the rescued.

There is unverified rumor to the effect that Consul Wildman, of Hongkong, and his son, were among those who were not drowned.

The following is a list of the known saved:

Mr. K. West, Mrs. Kelly, Miss Lehman, J. K. Carpenter, Capt. Hechts, of the German navy; Wm. Gaspar, of Toledo, Ohio; R. H. Long, of Honolulu; Freight Clerk Hurley, of the Rio; Second Officer Goghan, Carpenter F. K. Frank, Watchman J. Russian, Storekeeper Boggs, D. Lane, water tender; Quartermaster R. Matheson, E. S. Leary and Fred. Tunsted.

The steamer Sequoia, brought in 20 persons, not included in the above list.

It is reported that Capt. Ward locked himself in his stateroom and went down with the vessel.

Pilot Fred Jordan was picked up by one of the boats. He was severely injured and was taken to the hospital.

The vessel sunk in less than 20 minutes, and it is certain the list of fatalities will be large. Her smokestack and part of the pilot house are above water.

Nineteen of the Chinese are known to have been rescued.

Hechts, a German officer, was rescued by the life-saving crew, and upon being taken ashore he was driven to the California hotel. He said, through an interpreter, that the fog prevented him from seeing what was going on in the work of rescue. Hechts procured a life-preserver, fastened it about his waist and jumped overboard. He was in the water only a short time when rescued.

Pilot Jordan was taken on board yesterday afternoon inside the Parallels. The ship laid-to until 4.30 this morning, when the weather cleared somewhat.

The steamer then started under half steam toward Point Beale. She held to her course until 5.20, when she struck a rock. There was a terrible shock. The vessel kept an even keel for 15 minutes when she suddenly pitched downward bow first. A boat had been launched to examine the vessel's position. The boat contained Third Officer Holland and J. K. Carpenter, a capitalist of Oakland.

The Rio, in her plunge, struck the little craft and it was destroyed. Carpenter

was engulfed him. Then he went up on the bridge, and from there continued to issue his directions, although by this time the confusion was so great that few paid any attention to his commands.

That the steamer sank almost immediately after striking is the report of a majority of those rescued. Some of the passengers say that she instantly listed forward, and in five minutes she went down, while others declare that she stayed afloat for half an hour after she struck.

The wreck lies about three-fourths of a mile south of Point Point, and about 1,000 yards off the rocky shore.

There are several conflicting stories concerning the fate of Capt. Ward. The steward of the Rio says that he stood beside the captain when the vessel went down. Two other survivors say they saw the captain to the last, but Frederick Lindstrom, the quartermaster of the vessel, emphatically declared that Capt. Ward was not on the bridge.

Quartermaster Officer Lindstrom was one of the first to land at Meigs's wharf this morning, and one of the first statements he made was that Capt. Ward had gone down with the wrecked ship. According to his story, Capt. Ward, after consulting with Pilot Jordan, came down from the bridge. "He was standing on the deck when the vessel crashed upon the rocks. There was a cry of 'Man the boats,' but it was apparent that in the midst of the

Awful Confusion

a systematic effort to save the passengers would be of no avail. Everybody was scrambling for his own safety. It was at this time that Lindstrom says he saw Capt. Ward standing on the forward deck. Suddenly the captain turned, and walking hurriedly to his cabin, disappeared behind the door, which he closed. A second later the vessel was plunging to the bottom of the sea.

"I was on the lookout," said the quartermaster, "when I heard the pilot yell, and the next instant the ship struck; instantly all was confusion. Many of the passengers had assembled on deck to see the harbor as the ship passed, and the women seemed to lose control of themselves. They screamed, and the men, crew and passengers were apparently dazed by the suddenness of the calamity. My attention was claimed by the ship, however, and I was at once she was badly punctured. When she struck she was beginning to settle by the head, and in a short time went down. When I saw all hope of saving the vessel was lost, I turned in and aided the officers and crew in saving the passengers.

Chinese were more panic-stricken than the white women. They rushed about the deck shouting, and some of them jumped overboard in their terror. We did our best to get the boats, but

Time was Limited.

and I don't know how many boats were launched. I saw three boats filled with people leave the ship, but what became of them I had no means of ascertaining.

Capt. Ward had been in the employ of the Pacific Mail Steamship company for many years. He first entered the service as a cadet on the steamship Tokio, and in 1888 was assigned to the command of the Rio de Janeiro. Later he was transferred to the Peru and then to the China, then to the City of Peking. He was placed in charge of the Rio de Janeiro again, and has been three years and a half on the ship. Capt. Ward was 35 years old and a native of North Carolina. A sister and two brothers are residents of Raleigh.

Capt. Frederick W. Jordan, the pilot of the Rio, was rescued by an Italian fishing boat.

List of Missing.

The following cabin passengers are missing: Rounaville Wildman, wife, two children and nurse; Mrs. K. West, J. T. Seymour, H. C. Matheson, Mr. and Mrs. Wakefield, Miss Rowena Jehu, Zong Hong, Dr. Okawara, Dr. Dodd, O. H. Henshaw, Mr. and Mrs. Woodworth, Mr. Dodwell.

The following officers and crew are missing: William Ward, captain; W. C. Johnson, first officer; John Rooney, purser; Russell Brighton, quartermaster; McCorn, first assistant engineer; Brady, second assistant engineer; Monroe, third assistant engineer; Dr. O'Neil, ship's doctor; D. A. Smith, water-tender; Savage, water-tender; Bennis, water-tender; H. Scott, steward; Borg, forekeeper; Albert Malcolm, saloon watchman; McArthur, storage watchman; Mrs. Dorman, stewardess.

Names of Rescued.

The following are rescued: Cabin—William Bradburn, London; Jas. K. Carpenter, Oakland, Cal.; Mrs. Ripley, Miss Lehren, Russell Harper, E. C. Howell, R. H. Long, G. H. Entz, Capt. Hecht, R. H. Holtz, William Caspar, Toledo, Ohio.

Steerage—Frederick Castrini, W. D. Wade, Japanese; Officer G. H. Cogan, Third Officer Holland, Chief Engineer Merrill, Ship's Carpenter Frank Cramp, Freight Clerk G. J. Englishard, R. H. Leary, Quartermaster R. M. Matheson, Quartermaster Fred. Lindstrom, Storekeeper E. Boggs, Steward H. Donahue, Seaman Howard.

San Francisco, Feb. 23.—The sinking of the Pacific Mail steamer Rio de Janeiro after striking a rock in the Golden Gate during the dense fog yesterday morning was the most appalling disaster this coast has known for many years.

Most of the bodies of the 120 or

more victims are at the bottom of the sea, and many of them may never be recovered. The water where the ship lies is deep, and the current swift, and the dead, with most of the wreckage, probably will be carried far out into the Pacific.

The number of lives lost may never be known exactly, owing to the fact that the ship's records were lost, and it is practically impossible to tell

just how many Chinese were in the steerage.

The Call to-day, basing its figures on a statement of the Pacific Mail Steamship officials, says that 122 persons perished. The Chronicle gives the number at 128, and the Examiner states that 111 cannot be accounted for.

The statements made to me by Pilot Jordan indicate that there was a

Fog Hanging Around the Heads,

and I think that undue haste was shown by the captain in bringing his vessel in. I cannot understand why there should have been so much haste shown considering the vessel lay outside all night.

Captain Ward was a careful officer, and I learn that when he reached Honolulu with the Rio he waited outside the bar for 11 hours rather than take any chances in the rough weather.

"Of course, he is not here to speak. I wish he were, for he was one of our best officers. He was brought up in our service, and we all feel deeply over his loss and those of his comrades."

No attempt has been made to place the blame for the disaster, but the Pacific Mail Co.'s officials state that the pilot, who went down with the ship, the wreck of the Rio, which for awhile hung on a pinnacle of the rock where she struck in the Golden Gate so that parts of the upper parts were visible, has

Slid Off Into Deep Water

and is now entirely out of sight. Port Point, opposite which Pilot Jordan claims the vessel struck, marks the narrowest point of the entrance to the bay, and is usually a wide berth by mariners. The tide here runs high, and at times has a swirling motion. Off Port Point lie several sunken rocks, forming a dangerous ledge on the southern edge of the Fairway channel of the bay, and close under the shore there is a light on top of the rock, and a fog bell, but the latter cannot be heard far when a westerly wind is blowing.

Pilot Capt. Jordan has been a master mariner on this coast for over twenty years. He came from the Atlantic coast about two years ago, and was in command of the Wellington, the Bristol and other coal vessels plying between this port and Puget Sound. He was a remarkably successful navigator, and never before had any notable misfortune.

Jordan declares the loss of the steamer

Could Not Be Foreseen.

According to his story the vessel drifted half a mile broadside in the fog that enveloped the homebound steamer—like a pall, and no man could have judged either the direction or the velocity of the invisible current that changed her course and sent her on the Port Point ledge.

The steamship company estimates that of the Chinese crew 91 were drowned.

Since 1890 the Rio had several accidents. During the past five years the Pacific Mail Steamship Co. has lost nineteen of the fleet. The foundering of the Rio de Janeiro does not result in the greatest loss of life, as 200 of the 300 Chinese passengers on the Golden Gate were lost off the coast of Mexico in 1892, while 400 Chinese were lost in the wreck of the steamer Japan off the Chinese coast in the early seventies.

The following lists of those known to have been drowned and those saved are believed to be accurate:

Passengers Drowned.

Rounaville Wildman, United States consul general at Hongkong.

Mrs. Wildman, wife of the consul general.

Rounaville Wildman, jr., son of the consul general.

Dorothy Wildman, daughter of the consul general.

Miss Kate Kelly, of San Francisco, governess of the Wildman children.

Mrs. Sarah W. Wakefield, of Oakland.

Miss Nagami Wakefield, daughter of Mrs. Wakefield.

Miss Rowena Jehu, of Alameda.

Alfred Hart, jeweller of Manila, formerly of San Francisco and Los Angeles.

Mrs. Alfred Hart.

Wm. A. Henshaw, attorney of Honolulu.

Harry Guyon, painter of Petaluma.

Dr. Wm. E. Dodd, oculist, Butte, Mont.

Angelo Cusumani, foreman of Lowry sawmill plantation, Kaniuni.

Charles Dowdall, barrister of Shanghai, with family, residents of Santa Barbara.

Wm. McPhoe, of San Francisco.

W. A. Woodworth and Mrs. Woodworth of Denver.

H. F. Seymour, editor of the Manila American.

Dr. Okawara, Japanese physician, and wife, from Honolulu.

Japanese, servant of Mrs. Okawara. Leo U. Chung, a well-to-do Chinese student.

Chas. J. A. Cox, steerage passenger from Honolulu.

Mr. O. Da Jap, merchant, from Honolulu.

Mr. Sakuri, Japanese merchant, from Honolulu.

Mr. and Mrs. Takatani, Honolulu.

P. Sato, Japanese, from Yokohama.

Mrs. Dikahamasako, Yokohama.

Miss Hikasaki, Japanese, from Yokohama.

Miss Hamasaki, Yokohama.

S. Tamuro, Japanese, from Kobe.

The number of Chinese passengers lost is variously estimated at from twenty-four to forty-three.

Officers and Crew Lost.

Capt. W. Ward, of San Francisco.

J. C. Johnson, first officer, a Russian from San Francisco.

John Rooney, purser, resident of Ocean View, San Francisco.

H. W. MacGoun, first assistant engineer, San Francisco.

T. H. Brady, second assistant engineer, San Francisco.

W. A. Munro, third assistant engineer, San Francisco.

Harry A. Scott, steward, San Francisco.

Mrs. J. L. Dorman, stewardess, San Francisco.

D. A. Carvin, quartermaster, lived on the steamer.

Edward Garwick, butcher, San Francisco.

A. Malcolm, saloon watchman, lived on the steamer.

Jas. A. McArthur, steerage watchman, San Francisco.

J. J. Smith, water tender, San Francisco.

H. M. Lewis, water tender, San Francisco.

Fred. D. Greenway, oiler.

Walter Smith, oiler.

The Saved Passengers.

Jas. K. Carpenter, mining engineer, of Oakland.

Russell Harper, newspaperman, of Nagasaki.

D. H. Long, produce shipper, of Petaluma.

Capt. Max. Hecht, German army officer.

Wm. Brandon, London Stock Exchange broker.

Miss Frances Ripley, seamstress, San Francisco.

Robt. Holtz, German merchant, Shanghai.

Miss Gabrielle Lehren, French maid, of San Francisco.

Mrs. Kate West, Red Cross nurse, of San Francisco.

Wm. E. Casper, fireman, of sick leave from the transport Lawton.

E. C. Howell, ex-soldier, from Hongkong. Bombed soldier.

J. Wada, Japanese professor, from Honolulu.

Fifteen Chinese passengers were saved as far as any record can be obtained. The following passengers, who started on the Rio de Janeiro from various Asiatic ports, left the steamer at Honolulu on stop-over tickets: H. S. Olofin, from Yokohama; Mr. Heisea, Edward Secotran, from Shanghai; W. W. Castle and wife, W. C. Loe, Mrs. C. F. McIntosh, from Hongkong; L. Horn, from Shanghai.

The bodies of eleven victims lies at the bottom of the sea. Only seven of them have been identified. They are: Mrs. Sarah W. Wakefield, aged 50, a native of New York, widow of the late S. B. Wakefield, of Oakland. Mrs. Alfred Hart, of Manila. Chas. Dowdall, a barrister, of Shanghai. Edward Garwick, a German, 45 years old, San Francisco. Angelo Cusumani. Mrs. Julia Doherman, aged 55, stewardess of the Rio. A Japanese identified as the engineer's mess boy. Four identified Chinese.